

PART 1. GENERAL

CHAPTER 1A. GENERAL

Section 1A.07 Responsibility for Traffic Control Devices

Add the following to the end of the section:

Standard:

Responsibility for traffic control devices on state highways in Alaska rests with the state and all its political subdivisions that have jurisdiction over highways. Alaska Statutes (Sec. 19.10.040) state:

The Department of Transportation and Public Facilities shall classify, designate, and mark highways under its jurisdiction and shall provide a uniform system of marking and posting these highways. The system of marking and posting shall correlate with and shall, as far as possible, conform to the recommendations of the Manual on Uniform Traffic Control Devices as adopted by the American Association of State Highway and Transportation Officials. (Sec. 3, Art. III Title II Ch. 152 SLA 1957)

The required uniform system of marking and posting is defined in the *Alaska Traffic Manual*.

The Department of Transportation and Public Facilities determines the need for all traffic control devices on state highways, prepares designs, maintains records, and supervises their installation. These activities may be done by contract with others or by state forces. Traffic control devices that are not in conformance with this standard or that require specific approval for their installation shall not be installed without the approval of the state traffic engineer.

As additional specific powers, the Department of Transportation and Public Facilities "may conduct investigations..." and "shall determine safe speed limits, with the assistance of the Department of Public Safety" (AS 19.10.070) and may designate through highways by erecting stop signs on side road approaches (AS 19.10.080). The Department is authorized to make policy for installing, maintaining, and performing all related functions pertaining to traffic control devices on state highways.

Section 1A.08 Authority for Placement of Traffic Control Devices

Insert the following at the end of the first Standard subsection:

The Department of Transportation and Public Facilities is responsible for erecting and maintaining traffic control devices on state highways.

Alaska Statute 28.01.010, the Alaska Uniform Traffic Laws Act, states, in part, that a municipality is required to “erect necessary official traffic control devices on streets and highways within its jurisdiction that as far as practicable conform to the current edition of the *Alaska Traffic Manual* prepared by the Department of Transportation and Public Facilities.”

Section 1A.10 Interpretations, Experimentations, and Changes

Insert the following after the first Standard subsection:

To promote the use of uniform, understandable, and effective traffic control devices; to avoid varying official interpretations, and to facilitate the orderly development of traffic control policy, the state traffic engineer shall be the focal point for policy in all matters concerning the ATM.

- A. Official interpretations for purposes of Alaska Department of Transportation and Public Facilities' practice of these standards shall be made by the state traffic engineer.
- B. Those who desire interpretation of a clause in this standard, a revision, or permission to experiment with a traffic control device not in the *Alaska Sign Design Specifications* or in the Alaska Department of Transportation and Public Facilities' *Standard Drawings* shall submit a written request to the state traffic engineer. The request should clearly identify the existing standard (if any), and the proposed standard including a complete statement as to how and when it is to be applied, the date, and the name and address of the person making the request. The state traffic engineer will circulate requests for new traffic control devices and significant changes in policy to the regional traffic engineers, the FHWA Alaska Division safety/traffic engineer, and the Anchorage traffic engineer for their input. Responses to the requestor will be sent within 60 days of receipt of the request.
- C. Revisions to the MUTCD will not become part of the ATM until they have been reviewed by the state traffic engineer, any necessary changes have been made to the *Alaska Traffic Manual Supplement*, the FHWA has approved those changes, and the state traffic engineer informs users of the adoption of the revised MUTCD.

Insert the following at the end of the first Support subsection:

The state has two years from date of final ruling to adopt or revise MUTCD revisions.

Section 1A.11 Relation to Other Documents

Delete the reference to the Standard Highway Signs, 1979 Edition (FHWA).

Insert the following at the end of the Standard subsection:

The *Alaska Sign Design Specifications* (ASDS) and not the *Standard Highway Signs* shall be the source document for all signs in the *Alaska Traffic Manual* (ATM).

Section 1A.12 Color Code

Delete Item I. of the Standard subsection and insert the following:

I. Fluorescent Yellow-Green: pedestrian warning, bicycle warning, and school warning

All school signs shall have fluorescent yellow-green backgrounds.

Insert the following at the end of the section:

Option:

Pedestrian warning and bicycle warning signs may have either yellow or fluorescent yellow-green backgrounds.

Support:

Each municipality or other operational jurisdiction should decide whether to reserve fluorescent yellow-green exclusively for school signs or to also use it for pedestrian or bicycle warning signs.

Section 1A.13 Definitions of Words and Phrases in This Manual

Insert the following at the end of definition 87, Traveled Way:

On two-lane gravel roads or paved roads without striping, the traveled way is considered the 24-foot area centered between hinge points. If the distance between hinge points is 24 feet or less, the traveled way shall be considered 20 feet wide in placement of traffic control devices.

Insert the following definitions at the end of the section: Note numbers 93 through 199 are reserved for future MUTCD definitions.

200. **Alaska Sign Design Specifications: The *Alaska Sign Design Specifications* (ASDS) contains drawings showing dimensions, shapes, colors, and other information necessary for laying out the signs that are used in Alaska. The ASDS is a supplement to the ATM.**
201. **Alaska Traffic Manual: The *Alaska Traffic Manual* (ATM) consists of the Millennium Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD), including Errata No. 1 dated June 14, 2001, and Revision No. 1 dated December 28, 2001, and this *Alaska Traffic Manual Supplement*.**

202. **City Traffic Engineer:** An employee of a local government agency with road jurisdiction who is responsible for traffic control devices.
203. **Commissioner:** All references to the commissioner herein, not otherwise identified, shall refer to the commissioner of the Alaska Department of Transportation and Public Facilities; the commissioner's duly authorized agents, representatives, and assigns; and those who by nature of their regular duties or emergency situations are required to act in matters of policy concerning traffic control devices. "Duly authorized" in times of emergency does not relieve anyone of the responsibility of obtaining approvals and authority from the regular authority when the emergency has passed.
204. **Hinge Point:** The angle point where the top surface of a road intersects a foreslope, typically at the outside edge of the shoulder.
205. **Public Roadways:** All vehicular ways maintained by state, borough, or municipal bodies, and under their respective jurisdictions.
206. **Regional Traffic Engineer (RTE):** One of three DOT&PF employees with this title. There is one in the Northern Region (based in Fairbanks), another in the Central Region (based in Anchorage), and another in the Southeast Region (based in Juneau).
207. **Shoulder:** That portion of the roadway outside of the traveled way. Left shoulders on divided roadways are considered part of the median. Shoulders should normally be considered refuge or emergency lanes rather than parking areas.
208. **State Highways:** All public vehicular ways designated as state highways in accordance with Title 19 of the Alaska Statutes, and all state-maintained roads.
209. **State-Maintained Roads:** The roads maintained by state forces or maintained by others at state expense.
210. **State Traffic Engineer:** Individual with this title employed by the Design and Construction Standards Section of the Design and Engineering Services Division of DOT&PF in Juneau.